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HONGKONG DISPENSARY.

MARRIAGE.

At St. John's Cathedral, Hongkong, on the 29th October, by the Rev. F. T. Johnston, M.A., FRANK HYATT YEATS, only son of Thomas Yeats, to BLANCHET MABEL TOLBERT LEE, second daughter of William Hans Lee. Ceylon papers please copy. (22771)

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, October 30th, 1900

The name of Mrs. J. F. Bishop is so well known throughout the East that it is needless to say that any words of hers on Eastern subjects must receive consideration. At the recent meeting of the Church Congress at Newcastle she read a paper on Church Missions in the Far East, dealing especially with China, Japan, and Korea. With the question in the two latter countries we are not now concerned; but it may be noted that Mrs. Bishop attributes the failure of Christianity in Japan to the neglect of opportunities in 1873, when there was for various reasons a wide-spread interest in Christianity in Japan and a disposition to welcome all the teachers who could be sent. They were not sent, however, and now Agnosticism carried all before it. The growing manhood of the country, freed from the teaching of Confucius, and not having the teaching of Christ, was indeed, a Yellow Peril, not only to England, but to the whole Far East. Dazzling as the progress of Japan had been, she was as much in need of the Gospel and Christian teaching as Central Africa was, and possibly more. We cannot look on the comparison with Central Africa as happy, but doubtless there is much for Japan to learn, as there is also for all other civilised nations. With regard to China, Mrs. Bishop gave a concise account of the histories of the various missions, supported by figures, and proceeded to relate her own acquaintance with missionary work. She related how, in the course of two years she had travelled 8,000 miles in inland China, and passed beyond its Western official frontier into the mountain region occupied by the tributary Mantse tribes—rigid Buddhists of the Lamaistic type—and in the course of these journeys visited 78 mission stations. In all, men and women,

leading pure and exemplary lives, were striving under enormous difficulties to make known the Gospel. And yet everywhere an increasing hostility to foreigners was apparent, for which she gives the reasons with which we are tolerably familiar now—aggressions by foreign Powers, disturbance of ancestral repose by the introduction of railways, overturning by the Christian propaganda of the long established social order. She admitted even (as we fear that Anglican and Protestant mission-promoters are only too ready to do) that certain of the missionaries, to wit the Roman Catholics, interfered too much in the non-religious concerns of their converts. In China's archaic and un-reformed Orientalism, Mr. Bishop continued, the western heaven had fallen, for good or evil. Western civilisation, that strongly-mingled cup of blessing and cursing, had been offered to her, and she rejected it. The Gospel had been offered to her in foreign dress, interwoven with Treaty obligations, and had brought not peace, but a sword. Events called a halt in missionary operations—a halt not to admit defeat, but to bring up overwhelming reinforcements. The plan of campaign might have to be revised. British Generals and soldiers had learned much in a year of war in South Africa. Were the armies of the Cross to learn and unlearn nothing by forty years' warfare in China? The word "retreat" was now on the lips of many; but the Church of Christ could not, dare not, retire from the blood-drenched battle-fields of the Far East.

Mrs. Bishop would have done better had she said that the plan of campaign must be revised. Of this there can be no question, if we mean to profit at last by the lessons which we have had such abundant opportunities of learning. In the first place, of course, it must be recognised that the proselytising movement cannot stop. No force in the world can prevent those who feel it their duty to preach Christianity in China from going to preach it there. No western Government would attempt to hold back these enthusiasts, for even were it desirable it is acknowledged impossible. But certainly the power which is called on to protect and often to avenge the missionaries has a right, and as must ultimately be admitted, a duty, to restrain their action when it becomes mischievous. Only those whose eyes are blinded by too much zeal can deny that the action of missionaries has often been very mischievous, and that not only in the case of one particular denomination. It would indeed be a marvel if this were not the case, considering the haphazard way in which

they have been sent. In missionary enterprise in China can be made of the utmost service, and if the opportunity is not utilised by the various Christian bodies themselves the failure should not be passed over in silence. Good work cannot be done with blind instruments, and half-educated and wholly untrained men are not fitted for the most difficult mission field in the world. There is no room for doubt, however, the fact has been glossed over, that much of the failure in Japan was due to the incompetence, coupled with the internal dissensions, of the would-be converts, which did not escape the notice of their intended converts. No more success can be gained in China except by a general improvement in the abilities of the missionaries for their work. We say "general improvement," for there is no doubt that many of those already engaged in spending their labours on the Chinese are admirably suited for the task. But many are not so suited, and their fellows suffer by the association. What is wanted is more of the skilled medical missionary and less of the mere enthusiast, and none at all of the combined missionary-trader, whom we would willingly think less common than we have reason to believe he is. With the improvement of the man missionary there should come, as we have urged before, but cannot urge too often, the disappearance of the woman missionary, at least throughout the interior in China. The large proportion of women killed in the recent massacres of missionaries is a terrible indictment of the heedlessness and selfishness of those who permitted or, worse, encouraged them to come defenceless among a people notorious for brutality when their passions are aroused. The case against bringing white women and children into such surroundings as they meet with in the interior of the Chinese Empire has been so often and so ably put by all accurate observers that it is not necessary to restate it here. What little good may be done by the women missionaries is more than counterbalanced by the prejudices aroused (not so unnaturally, in view of the Oriental idea of woman's duties and conduct) and the terrible risks which are run. It is hard to conceive what excuse any man can have for dragging wife and children into an environment of which he knows, or should know, the perils and misery. Never in future, at any rate, can such conduct be condoned on the score of ignorance. The central bodies must look to it that such criminal folly shall be a thing of the past. By all means let

a halt be called and reinforcements be sent. But let not the weak, the unsuitable, and the untrained be sent back to bring about a similar catastrophe to that of this year. The reinforcements must be trained, strong men, well knowing what they are going in for, and not willing to be made the instruments of aggressive governments at home, or to interfere in work beyond their sphere.

Cable communication with Annam and Tonkin has been restored.

No fresh plague cases or deaths were reported in the 48 hours ending at noon yesterday.

The body of a boatman who was drowned at Quarry Bay the other day has been recovered.

The City Hall Library and Museum were visited last week by 495 non-Chinese and 150 Chinese, and 416 non-Chinese and 2,145 Chinese respectively.

A correspondent writing from Weihaiwei, says that everything is quiet there. There are numerous cases of enteric fever in hospital sent down from the front.

A new road is being constructed along the face of the Peak, being a private path from Victoria to the Bishop's house, which will make that house convenient of access.

The British torpedo-boat destroyer *Fume*, which has been under repairs at the local patent ship at Kowloon, Nagasaki, was taken out for a trial trip on the 18th inst. The trial proved successful, and the *Fume* left Nagasaki next day for Yaku via Weihaiwei.

Yokohama papers are informed that Mr. G. Middleton, representing the firm of Messrs. Middleton and Smith, has withdrawn the protest that he had lodged in the Tokyo Appeal Court against the judgment of the Yokohama Chiba Saitenoh declaring the firm bankrupt.

Admiral Sir Edward Seymour, says a service paper, has telegraphed to Miss Weston asking her to care for the wives and children of the sailors and marines killed and wounded during the war in China, and stating that the men are sending her £400 to be devoted to that object. A number of smaller sums were sent to Miss Weston for a similar purpose by the Naval Brigade in South Africa.

The Hongkong Hockey Club will play their return match with the officers of the Royal Artillery to-day on the Club ground at the Happy Valley, commencing at 4.30 p.m. The following will be the Club team:—Major Mould, R.E. (goal), Captain Bewley, R.A.M.C. and P. Wodehouse (backs), H. Pinckney, F.H. Deacon, and H.W. Slade (half backs), T. Hooper and A.C. J. Stevens, R.E. (right wing), H. Strong, R.M.L.I. (centre), G. Gibson, R.N., and A.N. Oiler (left wing), (forwards). There will be an inter-Club match under 25 v. Over 25, on the names of any members desiring to play.

Much regret will be felt by the community on learning that the Rev. G. R. Vallings and his wife are not returning to Hongkong, he having been appointed to a position in Scotland. Mrs. Vallings was one of the most finished amateur singers ever heard in Hongkong, and she also showed considerable ability in connection with the performances of the A.D.C. As a military chaplain Mr. Vallings was very popular with the local garrison, and his interest in the men was not entirely confined to things spiritual, for he was a keen sportsman, being a well known figure on the cricket ground. Their withdrawal is certainly a distinct loss to the local community, and many good wishes will go with them in their new sphere.

The *Chihaya* is the latest addition to the Japanese Navy. Built of steel throughout, she is 275 ft. long, 31 ft. 6 in. beam, has a mean draught of 9 ft. 10 in., is of 1,230 tons displacement, is estimated to steam at 21 knots per hour, with the engines developing 6,000-horse power, and is fitted with four boilers of the Normand water-tube type. During the last ten years many other cruisers have been constructed by the Japanese, among them being the *Akikouchi*, a vessel of 3,150 tons displacement, and a maximum speed of 19 knots per hour; the *Suma* and *Akashi*, both of 2,700 tons displacement and a speed of 20 knots per hour. These were also built at Yokosuka; while the *Miyakoo*, a small cruiser of 1,800 tons displacement, and an extreme speed of 20 knots per hour, was built at Kure. There are also in course of construction at Yokosuka three steel cruisers, each of 3,200 tons displacement and 20 knots speed; a torpedo depot ship, the *Togoyachi*, of 6,750 tons, and 20 knots speed; and two sister vessels to the *Chihaya*.

By the adoption of telescopic sights, the invention of Captain Percy Scott, C.B., the shooting in the Channel squadron has this year considerably improved, says the *Naval and Military Record*, but the Admiralty do not intend to stop there, as considerable developments are taking place at Whale Island, the central school of gunnery. Along the front of the battery, where men are practised in every naval gun from the 9.2-inch down to a 3-inch, a switchback railway is under construction some 50 yards from the muzzle of the guns. Along this railway it is proposed to run a fleet of model ships at varying speeds and of different dimensions, from a yard to a foot in length, each ship being a solid piece of iron. Guns will be fitted with Morris tubes, and the men in the battery will be required to sight their guns as to bring them in at the shortest notice on the moving target. In this way men, before passing out of the school, will be trained in straight shooting, and rapid sighting, the essential qualities of good gunnery.

The Bow General Oliver and Roux were mobbed on their way to Kandy about a fortnight ago. A crowd of Ceylonese gathered round the Hotel where they were taking refreshments and became so noisy that it became necessary to call in the aid of the police. The Generals had to proceed to the camp under an escort.

The dockyard authorities at Halifax (N.S.) have taken a delivery of 2,500 tons of American coal from Virginia for the use of the warships on the station. Five thousand tons of this coal have been ordered by the Admiralty for delivery at Bermuda. This is the first time United States coal has been ordered by the Admiralty for use on the North American station.

Capt. the Hon. Hedworth Lambton, R.N., is living up to his rôle as a bluff sailorman who believes in actions rather than words. The other day he opened a Presbyterian bazaar at Jarrow, and his hearers, highly honoured, hoped he might say something on possibly the religious aspects of life in Laidyouth, or some appropriate subject. This, however, was his speech—short, sharp, and to the point:—"Glad to see all of you. Very pretty show this. Hope you will raise plenty of money. Push on with the business."

A Melbourne telegram states that the Fiji Islands desire to federate with New Zealand. The Fiji Islands exceed 200 in number, about eighty of which are inhabited. The largest is Viti Levu, with an area of about 4,250 square miles (about the same size as Jamaica). At the census of 1891 the population was 121,180, of whom 3,927 were Europeans. Fiji was ceded to the Queen in 1874, and a Governor is appointed by the Crown. The present Governor is Sir G. T. M. O'Brien, K.C.M.G., formerly Colonial Secretary at Hongkong.

There is money as well as glory in breaking the Atlantic record. Since the *Deutschland* beat the *Kaiser Wilhelm der Grosse* by a few hours, the demand for her berth has been unprecedented, and it is stated that the gross sum paid for the first-class cabins on her mid-September voyage from Southampton would almost equip a small vessel. Not counting second-class bookings and cargo, the total was £40,000. Mr. A. Carnegie paid £1,600 for a party of seventeen, the largest sum ever paid for a family party on an Atlantic liner; another American millionaire took his wife, sister, and three servants at a cost of £232; while a third paid £250 for himself and wife.

A London correspondent sends the following to the *Manchester Guardian*:—"There is some talk in official quarters here of a judicial commissioner for North Borneo. The judiciary of the island consists at present of magistrates of the first, second, and third class, sessions judges, and a Supreme Court, presided over by the Governor, sitting either alone or with one or two of the sessions judges. From the decision of the *Supreme Court* appeals are referred to the *Privy Council*. The strictly legal element is not very strong in North Borneo judiciary, and I hear that officials in the colony have recently been pressing for the nomination of a judicial commissioner, from whose decision there should be a right of appeal to the Supreme Court of the Straits Settlements."

Italy, says the *Daily Mail's* Milan correspondent, is threatened with one of the most sensational scandals of the century, a scandal which will attract attention far beyond the borders of this country. It has transpired that the late King Humbert set aside out of his civil list a sum of 150,000 lire monthly for distribution among the families who died in the national wars. This amounts in the aggregate to some 400,000 lire (about a million and a half sterling). But it also transpires that not one of the societies which attend to the wants of disabled army veterans, widows and orphans of soldiers, etc., has received a penny of this money, while there are known to be many old soldiers and patients in a state of absolute penury. The explanations of those who have had to deal with the money are not considered satisfactory, and an inquiry will be opened into the matter.

The *Naval and Military Record* having commented severely on the conduct of the Japanese in the *Kowshing* affair, Mr. Fred T. Jane, author of so many valuable naval works and inventor of the game of naval Kriegspiel, writes the following interesting letter to the editor:—"It should be remembered that the Chinese (on the *Kowshing*) were engaged in firing at the ship until the ship sank. Consequently the Japs could not have taken them prisoners even if they had wanted to, while the simplest way of keeping down the Chinese fire was to return it. The 'Kowshing massacre' has been a good deal exaggerated, and, situated as they were, it is not easy to see what else the Japanese could have done. At any rate 'disgraceful' is too strong an epithet to apply to the affair. Similarly, as regards other incidents in that war, investigation of the 'Port Arthur massacre' shows that few civilians were there to be massacred; the supposed dead civilians were Chinese soldiers who cast away their overcoats, the only uniform they had. As during the march into the town the Japanese continually encountered mutilated fragments of their own people who had been tortured, it is not surprising that they gave no quarter. No troops would have been so punctilious the Japanese are over all matters of civilized usage, it is exceedingly improbable that in a war with a European Power they would behave other than in strict accordance with the usages of war, whatever they may be adopting with the Chinese to-day. In any case, if they give no quarter in China, they will only be justifying the precepts of the German Emperor."

Motor cars have been used with great success in connection with the French and German army maneuvers.

As a sequel to the action in the Decatur case thirty professors of the celebrated St. Cyr Military College, who were trained in clerical schools, have been sent to rejoin their regiments.

Captain Horatio Carter, of the steamship *Volante* of London, which arrived here on Sunday evening at half-past six from Palumburg, reports that he sighted a steamer ashore seven miles south of Cape Cavite, Mindoro Island. She had a black funnel and two white masts. The steamer, when on examination, was found to be broken in two, had apparently been stranded for some considerable time.

An Australian paper has the following telegram from Perth, dated 24th ult., which will interest the friends of Mr. Joseph Charles:—"John Young, a Justice of the Peace for Bulong (employed by J. Charles), Alfred Ames (printer), and William Marshall (contractor) were arrested on Saturday charged with having conspired to defraud Joseph Charles. It is alleged that duplicate tickets were used to secure unclaimed prices in Charles's consultation."

Berths for four additional steamers in the North East, and eight in the South West portions of Colombo Harbour, have been provided for within the past month, according to a statement made by the Master Attendant at the last meeting of the Harbour Board. The Chairman informed the Board that the scale of pay to pilots to be engaged hereafter would be as follows: £3,000 rising to £4,000 after five years, and to £5,000 after ten years; head pilot £500 extra and house allowance £600.

The *Times of India* special correspondent makes the following defence of Russian methods in Shingling. After describing the devastation wrought he says:—"The ruthless work had been performed by the Russians, but there was not an Englishman I met who had been in these parts during the first days of massacre and war who did not believe that it was necessary. The Chinese had to learn that there were others, stronger than themselves, who could and would put a stop to lawlessness. The result of Russian methods is that the country between Tientsin and the sea is now perfectly safe for Europeans. There travelled up in the train with us three Russian ladies, the wives of officers, not so very long ago there was not an officer in this province who would have given his life to see his women-folk safe out of the country."

Referring to the two new regiments of native infantry, which is being raised in the N.W. Provinces of India, the *Pioneer* states that there is not likely to be the least difficulty in obtaining a good supply of recruits. Dogras, Lodhis, Sikhs, Punjabis, Mohammedans and just now, the *Punjab* is popular. The Army is popular, and the stories that have already come from China serve to bring in strapping youths. The pluck of famine and high prices, too, have partially exhausted the means of a large number of families who look to the land as their sole means of subsistence, and the younger sons will be encouraged to become soldiers. It is well-known that the sepoy manages to make regular remittances to his village, small though his pay may be, and every rappee thus sent is especially valuable during or after a period of distress. When harvests are abundant and money plentiful—such as was the case when the large export trade from the Punjab to Europe set in—there is less inclination on the part of the Punjab, of whatever race he may be, to take military service; but he must needs turn out into the world when he sees that hard cash is wanted in his family circle. Not two, but four or five regiments could certainly be raised easily enough just now, and the material obtained will certainly be of the best.

FOOTBALL.

SCATCH GAMES.

A scratch game between teams captained by Messrs. Looker and Lowe was played at Happy Valley yesterday afternoon, in good weather. The match was a preliminary one to the opening of the season on Monday next, when the real business of the season begins. The teams were:—Mr. Looker's (Red):—Goal, H. Pinckney; full backs, E. W. Looker and W. H. Russell; half backs, B. L. Jenkins, C. T. Kew, and J. W. G. Bower; forwards, E. J. C. Anderson, J. M. McMurtry, T. Wild, and a substitute, Mr. Low's (White):—Goal, A. R. Low; full backs, E. C. M. Johnston, and C. P. Hay; half backs, A. M. Bestie, T. W. Hornby, and R. D. Anderson; forwards, J. E. Lee, K. G. Baker (2nd Bombay Infantry), J. F. Noble, A. Rutherford, and H. M. Strong (R. M. L. I.). Referee, H. W. Slade. Whites kicked off and sent the ball well away. It was captured by the Reds, however, who carried it right inside their opponents' defence. Anderson's shooting was wild, though, and Lowe had a free kick. A splendid run down the field by Noble was stopped almost at goal by Looker, who headed cleverly. The ball was carried back again, but Jenkins and Kew were on the alert, and getting on to the ball sent it well into mid-field. Lowe was again called on to look after his charge and saved cleverly. The ball was captured by McMurtry, who, evading Johnston and Hay, sent the ball home, and scored the first goal of the match just as the half time whistle was blown.

On the ball being again sent in, it was carried well away by the Reds, forwards who were evidently resolved to improve on their score. Anderson kicked really, however, and a dead ball resulted. Certain players on both sides displayed on several occasions too great an eagerness to get rid of the ball, and at other times hung on to it altogether too long. Numerous chances were lost in this way. Shortly before time, Noble equalised for his side, securing the ball, he evaded the half-backs and headed and sent it into the net. The game thus ended in a draw—one goal each.

TELEGRAMS

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 29th October, 8.7 p.m.

LATEST RUSSIAN MOVE.

It is reported that Russia evacuates Newchwang on Thursday.

NEW EDICT—A PROMISING DOCUMENT.

The Emperor has issued an edict addressed to Prince Ching, expressing his anxiety to punish all the guilty persons. He knows many culprits who have still not been denounced and he orders Prince Ching promptly and severely to denounce all who are guilty.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transports *Natani* and *Sumatra* returned to Hongkong yesterday from Weihaiwei and Taku respectively.

The Russian steamer *Nagaden* of which we spoke yesterday as having been specially fitted up as a transport, arrived from Glasgow.

The British hospital ship *Gualior* left yesterday for Taku.

The British hospital ship *Cardage* left yesterday evening for Ronghai.

THE TROUBLE IN KWANGTUNG.

REPORTED FURTHER DEFEATS OF THE REBELS.

Further defeats of the rebels by the Imperial troops are reported, but no details appear to be forthcoming. A great many have been taken prisoners, and it is to be presumed that they will be given short shrift by the authorities.

THE KWANGTUNG REVOLT.

A native correspondent sends us the following:—"PARTICULARS CONCERNING THE SOUTHERN REBELLION."

The rebellion started near a place called Kai Chung (溪涌) in San On District (新安縣), the flag being raised on the 8th of October, and has now spread with wonderful rapidity to the districts of P'ok Lo, Kwai Shin, Tamsai and Wei Chon, comprising the whole of the East River Section of Kwangtung Province.

The rebels are aiming at the overthrow of the Manchus and the reorganization of China under a native ruler. The rebellion is well known to the Government that they propose to establish will be enlightened and progressive and friendly to foreigners. The recent Proclamations and manifestoes explain their policy, and the total absence of complaints from missionaries and converts is proof of their good intentions. Considering what they have already accomplished without injuring missionaries, mission property, converts and villagers within their jurisdiction, they are deserving of the support of the civilized Powers. No civilized Power has any right to interfere with a nation fighting for its liberty and freedom, and good government.

BEHAVIOUR AND PROGRESS OF THE REBELS. The rebels are subject to severe discipline, and the orders of the Generalissimo are strictly enforced. They appear to be guided by Western methods of warfare. All supplies commandeered from the villages are paid for, and complaints are few if any. Before leaving a village all debts are cleared. All the villages which have been visited by the rebels speak well of the just treatment received at their hands.

No pillaging or looting is permitted, and on the approach of a rebel column, messengers are sent ahead with proclamations and notices advising the villagers not to be afraid and assuring them of their good and patriotic intentions. Only when they meet with armed obstruction do they resort to arms in self defence.

They do not slaughter women and children or burn whole villages, as reported in the papers. These are the lying stories of the cowardly officials and the enemies of the rebels, who desire to bring about the interference of some foreign Power in order to save their heads and their hereditary wealth.

The alleged anti-foreign St. Yip proclamations are also the work of these base officials, who desire foreign interference, fearing a rising in these districts. The St. Yip people emigrate to America, make a little money and return, so it is possible for them to hate foreigners. What are their reasons for this alien enmity? The majority of them are Westernised and many are Christians! Truly the schemes of these base and treacherous officials are damnable.

Up to date the rebels have fought over ten engagements, in every one of which they were victorious. I learn from good authority that the rebels have lost very few men, whereas the Imperialists have lost over 600. The rebels are now over 30,000 strong, with a detachment of cavalry composed of horses captured from the Imperialists. They are also well armed.

The report that 51 villages were burnt by the rebels at the San To Chuk fight is false. The women and children were not slaughtered as reported, but many were escorted to the rebel camp and protected by the order of the General in command. These were liberated after the fight.

It is true that some of the villagers were killed in the fight, as they assisted the Imperialists.

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Captain Bathurst, will be despatched for the above port TO-DAY, the 30th inst., at Noon.

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Hongkong, 29th October, 1900. [2768]

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Hongkong, 30th October, 1900. [3]

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Hongkong, 30th October, 1900. [2]

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Hongkong, 29th October, 1900. [2769]

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AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 30th October, 1900, at 2.30 P.M., at his Sales Room, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, &c.,

DRAWING, DINING and BEDROOM FURNITURE, CROCKERY, GLASS and PLATED WARE, JINBRICKSHA, BICYCLE, FLOWING PIECE REVOLVERS, IRON SAFE, COOKING STOVES, and One KODAK'S CAMERA.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th October, 1900. [2748]

TERMS OF SALE.—As Auctioneer.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 27th October, 1900. [2748]

GOVERNMENT NOTIFICATION.

No. 529.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 5th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 20th October, 1900. [2763]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 20th October, 1900. [2763]

Particulars of the Lot.

No. of Lot.

Locality.

Boundary Measurements.

Content in Square ft.

Annual Rent.

Upset Price.

1. 17251-17300 36536-36585 52672-52721 17351-17400 36761-36833 53065-53078 18251-18300 37567-37576 53302-53303 18451-18500 38398-38941 54437-54486 18651-18700 39341-39345 54617-54623 20621-20630 41056-41155 54631-54637 20641-20650 42234-42333 54736-54749 21096-21105 43894-43953 54752-54758 21211-21310 45532-45731 54768-54770 21381-21480 46532-46568 54858-54896 21741-21820 46532-46651 55432-55433 22308-22347 47292-48021 55444-55477 23038-23039 48772-48821 55495-55534 23183-23232 49672-49721 55673-55677 23493-23512 50018-50031 57101-57200 23794-23843 50950-50966 57951-58050 23972-23971 50253-50272 58171-58190 23920-23961 50324-50337 58883-58882 33312-33333 52006-52000 58983-60000

Must be paid to the undersigned at the Office of the Company, 35 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of such Call at the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th October, 1900. [2761]

TACK CHEONG LOONG,
NAVY & MILITARY TAILOR,
DRAPEE AND OUTFITTER.

GARMENTS made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 18th October, 1900. [2632]

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.

Hongkong, 16th September, 1899. [2724]

HOTELS.

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sunday excepted) by the Magnificent Saloon Steamer "HUNGSHAN" in 8 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply
MANAGER,
Telegraphic Address, "Boavista." [2540]

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms and Baths. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Fans.

Electric Light.

Electric Heat.

Electric Power.

Electric Bell.

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Electric Heat.

Electric Power.

PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th September, 1900. [2534]

THE HONGKONG COTTON SPINNING, WEAVING, AND DYING COMPANY, LIMITED.

THERE having been practically no response to the invitation to Shareholders, circulated and published on 27th September, to apply for Preference Shares, Notice is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS in above Company will be held at the Offices of the General Managers on SATURDAY, the 10th November, at Noon, for the purpose of considering the financial position of the Company.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th October, 1900. [2743]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$30 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 12th October, 1900. [2637]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the FINAL CALL of 50 cents per Share on B Shares numbered—

17251-17300 36536-36585 52672-52721 17351-17400 36761-36833 53065-53078 18251-18300 37567-37576 53302-53303 18451-18500 38398-38941 54437-54486 18651-18700 39341-39345 54617-54623 20621-20630 41056-41155 54631-54637 20641-20650 42234-42333 54736-54749 21096-21105 43894-43953 54752-54758 21211-21310 45532-45731 54768-54770 21381-21480 46532-46568 54858-54896 21741-21820 46532-46651 55432-55433 22308-22347 47292-48021 55444-55477 23038-23039 48772-48821 55495-55534 23183-23232 49672-49721 55673-55677 23493-23512 50018-50031 57101-57200 23794-23843 50950-50966 57951-58050 23972-23971 50253-50272 58171-58190 23920-23961 50324-50337 58883-58882 33312-33333 52006-52000 58983-60000

Must be paid to the undersigned at the Office of the Company, 35 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of such Call at the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th October, 1900. [2761]

TACK CHEONG LOONG,
NAVY & MILITARY TAILOR,
DRAPEE AND OUTFITTER.

GARMENTS made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 18th October, 1900. [2632]

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.

Hongkong, 16th September, 1899. [2724]

HOTELS.

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sunday excepted) by the Magnificent Saloon Steamer "HUNGSHAN" in 8 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

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For Terms, apply
MANAGER,
Telegraphic Address, "Boavista." [2540]

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms and Baths. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Fans.

Electric Light.

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Electric Bell.

Electric Light.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zeland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Lee House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

"THE PHARMACY,"
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

"THE VICTORIA DISPENSARY,"
Chemists and Druggists, High-class Aseptic
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, J.D. APOTHECARIER'S HALL, 69,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, &c.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 53a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRESSERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR

SPEERY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour—"Speery's xxx,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Buckman's Kodak Films and Accessories,
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents Lipton, Ltd.,
8 and 10 D'Aguiar Street.
Provision and General Merchandise.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOIS,
Diamond Merchants and Watchmakers, 40,
Watson's Buildings, Queen's Road. Also
at Shanghai, Manila, Paris and India.

WAH LOONG,
Gold and Silversmiths, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Brackets, Human Hair, Fea-
thers, &c., 68, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ELECTRIC LIGHTING
COMPANY, Head office, 62A, Queen's
Road Central. Engineers of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Doddrell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c., To House Street.

E HING,
Enlarging, Developing, Printing. Mod-
erate Rates, 24, Queen's Road East.

MEE CHEUNG,
Ice House Street, The Elder. Permanent
Enlargements, Groups, Views, etc. Doyal
opment Works. Amateur's Requisites.

M. MUKETA, Japanese Artist,
Bronze and Chinese Enlargements. Work
done for Amateurs, 34, Queen's Road, CL

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERRA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road CL, also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours, 39A, Queen's Road CL.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Shawls and other Sundry Goods, 4,
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 40, Queen's Road, CL

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Terehoni Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipbuilders, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipbuilders, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Voeux Road.

MORE & SEIMUND,
Shipbuilders, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 86, Queen's Road, Central.

YEE SANG PAT & CO.,
Outfitters, Fancy Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"
Importer of the Best Manila Cigars, 25,
Pottinger Street.

KREUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leoyne Street East, AGENTS FOR
W. KENNEDY & Co., 57, Calle San
Joaquin, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anicagua, Manila.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI
A.I. A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

NOTICE

"THE BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
etc., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL
THE OFFICE of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN CO.
CHRONICLE & DIRECTORY
have this day been removed to
14, Des Voeux Road, CENTRAL.
Extension: Tel. 1422. Formerly, Messrs
Woods & Co., 4, Office behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 15th Nov. 1900.

SPORT AND ANECDOTE.

By AN OLD FIGHT.

A MATCH BETWEEN RIVAL ATHLETES.
One is sometimes tempted to think that Eng-
land as the home of sport is a played out old
country, for the Americans have of late quite
eclipsed us on the running path, on the horse
racing track, in the boxing arena, and in var-
ious other forms of pastime. The Yankees have
"cottoned" to golf with such zest that before
long they will discover some human machine
capable of showing J. H. Taylor and Harry
Vardon how to get round a course. We must
feel thankful that our Transatlantic cousins
have never seriously pursued cricket—also the
international championship would probably rest
between America and Australia, England being
merely a sort of "tertium quid." There is,
however, one recreation in which Englishmen
have been and are still supreme. I refer to
running over a distance of ground. America
has produced many splendid sprinters and mag-
nificent middle-distance men—but their athletes
seem to lack stamina. A glance at any book of
records will speedily convince the sceptical of
the truth of this statement. All of us can
readily recall how the Americans this year were
victorious in the short cuts at the championship
meeting of the Amateur Association in London,
and in the games at the Paris Exhibition—but
they could not defeat Alfred Tysoe and Charles
Bennett in the 880 yards and the mile. The
latter was accorded a hearty British cheer at
Stanford Bridge in July when, for the first
time, he became the mile champion. Sandy
Grant, the Pennsylvania University candidate,
looking quite an old crock by his side. But
Tysoe was cheered to the echo when he scored
in the half-mile, because John Cregan, the
Princeton captain, ran him a capital race. But,
alas, the "Tiger" was beaten by a long ten
yards in 1 min 57.4-secs. Tysoe could have
improved upon these figures, as he ran the
decider so well after being badly spiced in his
heat. Since that day there has been a desire
for a meeting between Bennett and Tysoe over
an intermediate course. Hence it has been
arranged with the consent of the authorities
that the pair shall run a match over three-
quarters of a mile.

A SKETCH OF CHAMPION TYSOE.
Matches between amateurs are unfortunately
rare, as I believe that a good contest between
keen rivals is the very essence of sport. There
has not been such an event in the North of
England for quite seven years, and hence there
will be rejoicing that the rendezvous will be
Bells Voe Gardens, Manchester, and the date
October 20. The Salford and Finchley Har-
riers will jointly manage the meeting. Tysoe
is a thorough Lancashire lad with a typical
Anglo-Saxon face—with bright eyes and a smile
generally lurking round the corners of his lips.
On the 23rd of March last he was, 23, but has
quite a youthful appearance owing to the fresh-
ness of his complexion. Standing 6ft. 8in.,
he is very strongly built, and weighs just under
eleven stone. He began to run as a sprinter
in 1892, but in 1894 turned his attention to
longer races and soon earned a reputation over
courses varying from half-a-mile to ten miles.
In 1896 he won both the 1,000 yards and the
one mile championship of the North of England,
the one and ten miles national championships
in 1897, and he succeeded in the half-mile both
last year and this summer. From this it will
be seen that Tysoe is a man of parts.

"FARMER" BENNETT.
His opponent Charles Bennett hails from the
south-west of England, living and training at
Wimborne, in Dorset, where he is engaged in
farming. He is not the only farmer who has
been a famous runner, for C. G. Wood invari-
ably prepared himself in a remote country place
in Norfolk, where he had a snug farmstead. A
man can train without a track at his backdoor;
Bennett, who is about the same age as Tysoe,
is 5ft. 7in. and of lighter build, while he is
dark-nay, almost rallow. At any rate the
Finchley Harrier is as known as a berry from
life spent in the open air. Eight years since,
he began his running career by winning a mile
handicap at Bournechurch. He first competed
at the championships in 1895, when he was fifth
in the wonderful race run by Dr. Munro over
four miles—an event which Bennett won easily
in 1897-98-99. Last year he caused Hugh
Welsh to struggle for the mile at Wolver-
hampton—an honour which, as already told,
he captured last July, for the young Scotch-
man, who is now chiefly occupied in survey-
ing and managing estates, did not defend
his title. Both Bennett and Tysoe are ex-
cellent men across a country, especially the
former, but for the present we are concerned
with path athletics. There are good judges of
the healthy, manly, and even refined pastime of
running who considered the race at the mercy
of Tysoe, but after the form displayed by
Bennett last Saturday at the London Poly-
technic meeting at Paddington their confidence
must be shaken. In a three-quarter mile scratch
race Bennett beat Binks, of the Unity A.C., by
a yard in 3min. 10.4-secs., which beats the
record passed by the Amateur Athletic Associa-
tion this year, namely 3min. 11.4-secs., by Alec
Nelson, at Reading, on August 23, 1899.
Until Nelson's figures were put on the
books the A.A.A. always contended that
there was no reliable time for 1,320 yards.
This is nonsense for we all want to know what
is the matter with 3min. 10-secs. accomplished by
that great man, W. G. George, at Little Bridge
ground (now utilised as railway sidings) on
June 3, 1882? No reasonable doubt can be enter-
tained of these figures. Tommy Gossell, the
scottish Irish American, completed the distance
in 3min. 24.3-secs. at Travet, Ireland, New
York, on August 21, 1895, but he was specially
paced on that occasion. I believe the A.A.A.
refused to accept George's time because it was
done on a track—but so was that of Nelson.
For a set distance Bennett must be credited

with 3min. 10.4-secs.—but this might be less-
ten, given a fine day at Bells Voe next month,
for the match is quite the event of the year
among amateur foot-racers.

THE SUCCESS OF J. A. JARVIS.
That remarkable swimmer, J. A. Jarvis, pur-
sues the even tenour of his way in the water
and really since the day he defeated J. H. Tysoe
in the one mile championship at the West In-
dian docks, London, in 1897, he has been with-
out a peer among amateurs, and at a mile I do
not think anybody in the world could beat him.
Last Saturday Jarvis carried off the Ulph
Challenge Cup, at Great Yarmouth—a trophy
presented by the late Harry Ulph, a man
who made a pile of money on the turf and
kept it. The race is over a course of 1,069
yards, and Jarvis triumphed in the hollowest
fashion, as he did on Tuesday evening at
Hyde, in the 500 yards championship. It
seems curious how these inland towns produce
the greatest swimmers, for Jarvis, like Gress-
ley, is a native of Leicester, where he was
born on February 26, 1872. A creature of
amphibious habit since boyhood, Jarvis won his
first race at the tender age of twelve. By
studying Gressley he made much improvement,
and when he was 20 he was placed third in the
half-mile championship, but he never won an
event of this importance until he conquered
Tysoe in the Diamond Jubilee year. That
victory exercised a tremendous influence upon
him, for since then he has left nothing to
chance. What are the secrets of his success?
A careful life, constant practice, plenty of walk-
ing, and a powerful right over-arm stroke.
Eminence in any sphere is not attained without
rigid self-discipline and hard work. Tobacco
in any form is tabooed by Jarvis, who only
drinks a glass of port at rare intervals as a
tonic. The foundation of all physical fitness is
walking, and in this Jarvis is a great believer.
When in strict training he swims twice daily
and I should describe him as a disciple of Joey
Nuttall.

EVERTON AND LIVERPOOL AT FOOTBALL.—A
GLOUBIOUS GATE.

Many critics of sports are very fond of airing
their opinions about professional football, and
their favourite trite remark is that the people
who look on ought to be playing the game. I
could not help thinking of this as I watched
the Heronians struggle at Goodison Park last
Saturday, between Everton and Liverpool—the
rival neighbours who opposed each other for the
eighteenth time since 1894. There were con-
siderably over 40,000 spectators—some said
46,000. It would certainly tax the resources of
the playing grounds of Liverpool if all those
46,000 began to chase the slippery leather ball
which looms so large in our hardy winter prac-
tice. Surely one might as well say that all the
people who patronise theatres would be much
better employed if they commenced to act them-
selves! It was a motley crowd at Everton, for
there were soldiers in khaki from the South, in
scarlet leading brightness here and there, men
of the navy swaggering in blue serge, and all
sorts and conditions of folk, including white
and black. I saw several coloured gentlemen—
who were evidently young men of some posi-
tion. But fancy 46,000 people for an ordinary
Saturday afternoon match. This is a record
or a League match. Such an assembly proves
how utterly futile it is for the pundits to inveigh
against professionalism and League football.
For any useful purpose that they serve they
might as well bay at the moon or criticise the
action of the tides.

"BANDY" RAISEBECK.
Both clubs, Everton and Liverpool, had up to
the time of this trial of skill and strength
earned every possible point in the League
tournament this season. They were unbeaten.
A more fitting termination than a draw of one
goal each could not have been devised, for in
the game there was precious little difference
between the two. The teams are as nearly
as possible of equal merit, although the Liver-
pool forwards seemed to have more command
of the ball. The finest player on the field
was undoubtedly the centre half-back and
captain of Liverpool—Alexander Raisbeck, an
ex-Edinburgh Highlander, who, it will be
recalled, took the place of little Nellie, also an
old Highlander, who left Liverpool for the
Glasgow Rangers. When Nellie returned across
the Border, it was felt that his place would be
difficult to fill, but Mr. Tom Watson, the out-
side secretary of Liverpool, went north again.
Half-a-dozen League clubs had been anxious to
capture Raisbeck, and he naturally desired to
follow Robertson, Murphy, and Kennedy to
Stoke. Indeed, he had virtually made up his
mind to go into the Potteries when Tom Watson
came on the scene. Raisbeck named his terms.
To his surprise they were accepted at once. A
better investment was never made, for this young
Scotchman has all the ability of Johnny Holt
and twice his physique. On Saturday Raisbeck
was always in the way of the Everton forwards,
and realising the idea of the famous half-back
who said: "I can't play football much myself,
but I can prevent others from playing." This
was a fine paradox. But Raisbeck is a regular
lion's provider for his own forwards, while
when his backs are pressed he invariably
comes to their relief. He plays with his head
in more sense than one, and is the best centre
half-back in Great Britain. As he has two

brothers also playing the game, one with
Sunderland, and another with the Edin-
burgh Hibernians, a passion for football
evidently runs in the family. For the informa-
tion of the curious and the statistical, I may
add that of these eighteen matches, Everton
have won ten, and Liverpool three, while five
have been drawn. Moreover, Everton have
registered 30 goals, as against 13, but on
Saturday Jack was clearly as good as his
master.

THE OLD AND THE NEW FOOTBALL.

But as I watched this hard struggle, ad-
mittedly between two of the finest teams in
the League, I could not help thinking that the
football of to-day does not reach such a high
standard of individual excellence and all round
ability as fifteen years ago. As an old fogey
I suppose I am tempted to scribble in the spirit
of the *laudator temporis acti*, but really now-
adays one sees more determination, more battle,
more anxiety to get the ball up to goal by
any means than the perfect combination of
Preston North End in the long ago. More-
over there are no dribblers of ability the
same as there used to be. Is there any man
to-day who can dribble and control a ball
as Colbold used to do? I don't know him.
Teams have greatly deteriorated. Preston is
an example. Look again at Notts County.
Time was when Notts regularly played seven
or eight English Internationals and were a
magnificent side. But I never see now such
football as used to be shown in the mid-eighties
by Blackburn Rovers, Preston, Notts, and
Queen's Park. Moreover it is astonishing how
the professionals of to-day keep the ball in the
air, instead of on the ground. Except for an
occasional lob—for lobbing pays in front of goal
and when a man is in difficulties—the ball
should be kept on the turf and never be kicked
high. The longer the leather is floating about
in the atmosphere the greater opportunity have
men to dispose themselves as they choose. The
floor-game, to use the jargon of the trade, is the
game that pays.

A BENEFIT FOR JACK BOARD.

The Gloucestershire Cricket Club have de-
cided to give Jack Board, the county wicket-
keeper, a benefit match next season, and right
well does this choicest cricketer, who rarely
finches under the hardest of knocks, deserve
such a recognition of his skill and good con-
duct. Last season he dismissed 67 batsmen, 58
caught and nine stumped, his second best year
as the following figures show—1896, 26 caught,
18 stumped, 44; 1898, 31 caught, 14 stumped,
45; 1897, 37 caught, 11 stumped, 48; 1896, 30
caught, 13 stumped, 43; 1895, 50 caught, 23
stumped, 73; 1894, 30 caught 5 stumped, 35;
1893, 16 caught, 5 stumped, 21; 1892, 20 caught,
2 stumped, 22; and 1891, 12 caught and 11
stumped, 23. But in addition to such useful
handiwork as this, Board is a lusty batsman, and
has several times exceeded the hundred, his
highest effort being 214 for his county against
Somerset this year. Had he not been doomed
to wicket-keeping by "W. G.," who employed
him and coached him, Board would have made
a first-rate batsman. As he is only 32 there is still
plenty of cricket before him.

STILL THEY COME!—HOW TO BREED
JOCKEYS.

The advent of more American jockeys on the
English turf is not an occasion for rejoicing
among English horsemen. There is a ragged
American sportsman now training his horses at
Newmarket, called "Ed" Corrigan. He comes
from the West and is a great character. An
original recipe for breeding jockeys was pro-
pounded by him. He said—"The sire, an
Englishman to give bull-dog courage; the dam,
an Irishman for the dare-devil dash; and one
grandam, a Jewess for the cunning." What-
ever may be the complete antecedents of Danny
Maher, the American crack, who has recently
reached England, to ride for Mr. Pierre
Lorillard, his nephew Mr. R. McCrory, and for
George Blackwell's stable generally, he at
any rate has Irish blood in his veins. His name
says so, and his father emigrated from Nenagh,
County Tipperary. He is a serious rival to
Sloan, and rides in the same position, and in
the same "get-up-and-get-there" style. He
began by piloting his two first mounts to
victory at the Manchester meeting. The longer
I live, the more I am convinced that the early
English mode of riding is doomed. All our
jockeys will soon adopt the forward painful
seat. I should not be surprised if Maher made
as great a sensation as Sloan.

NEWSPAPERS, MAGAZINES, &c.

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W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C.

(ESTABLISHED 1783.) [261]

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ADD A LITTLE
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THE REVITALIZING EFFECT IS MARVELLOUS.
COND'S FLUID IS A PERFECTLY SAFE, PURE,
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LOG CABIN
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2633-2]

VESSELS ON THE BERTH

SHIRE LINE.
FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship
"GLAMORGANSHIRE."
Captain Davies, will be despatched for the above ports on or about THURSDAY, the 1st November, 1900.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 24th October, 1900. [2732]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA."
Captain Geo. T. Blackland, will be despatched as above on FRIDAY, the 2nd November, at 5 P.M.
This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 30th October, 1900. [2737]

THE German Steamship
"DAPHNE."
Captain Nissen, will be despatched for the above ports on SATURDAY, the 3rd November, at 5 P.M.
For Freight or Passage, apply to
BIEMSEN & CO.
Hongkong, 23rd October, 1900. [2723]

CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOY, SINGAPORE, SAMARANG AND SOERABAYA.
THE Company's Steamship
"SHANTUNG."
Captain Quail, will be despatched as above on SATURDAY, the 3rd November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th October, 1900. [2947]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMSI MARU."
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 4th November, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 29th October, 1900. [15]

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, LEAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY," Captain Cargio, will leave this port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the S.S. *Armand Beche*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Paris, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Passengers until 3 P.M. on the 4th November. (Passes are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 23rd October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 10th November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1900. [2735]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Company's Steamship
"CHUBAN."
Captain C. D. Bennett, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 10th November, at Noon, taking Passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles, and London; and cargo for London, &c., will be conveyed via Bombay with transhipment.
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 29th October, 1900. [1]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 25th October, 1900. [2524]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 15th October, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLISLE CITY" On 20th Nov. 3.02 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 10th November.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 3 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan. [14]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"HILLGLEN"
will be despatched for the above port on or about the 20th November, 1900.
For Freight, apply to
DODWELL & CO., LTD., Agents.
Hongkong, 25th October, 1900. [240]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA
THE Company's Steamship
"CHANGSHA."
Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA."
Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th October, 1900. [2586]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.
GABELO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, 10-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 24th October, 1900. [14]

GLEN LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship
"GLENGARRY."
Captain F. Gedge, will be despatched for the above port on the 25th November, 1900.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW, Agents.
Hongkong, 26th October, 1900. [2746]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hong Kong Harbour:
STRAKE OF MAINE, American ship, Colcord.
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Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.
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Hongkong, 31st August, 1897.

DAVID CORSAIR & SON'S
NAVY BOILED LONG FLAX CANVAS
RELIANCE CROWN TARTANING
ARNHOLD, KARBURG & CO.
Sole Agents.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer "AJAX."
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.
Optional cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 30th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd October, 1900. [2688]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FROM NEW YORK.
THE Steamship
"INDRAPURA."
having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 3rd November, at Noon, will be subject to rent. No Fire Insurance will be effected.
Consignees are requested to present all claims for damages and/or shortages not later than the 6th November, otherwise they will not be recognised.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., Agents.
Hongkong, 27th October, 1900. [2750]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"COROMANDEL."
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, &c., ex S.S. *Britannia* and *Oriental*.
From Persian Gulf, ex S.S. *Simla* and *Assyria*.
From Aden, ex S.S. *Nadir*.
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.
Goods not cleared by the 4th proximo, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 28th October, 1900. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"CANTON."
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From Constantinople, ex S.S. *Khedivial Line* of Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-MORROW.
Goods not cleared by the 4th proximo, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 26th October, 1900. [1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW AND BIRKENHEAD.
THE Company's Steamship
"CHINGWU."
having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 31st instant, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.
JARDINE, MATHESON & CO., Agents.
Hongkong, 24th October, 1900. [2794]

TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is obtained by the Water Boats, as Foul Water is the cause of much sickness on board ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL EARLY.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1898. [71]

HONGKONG

Antenor, British str., 3,563, Jackson, Oct. 29.
Butterfield & Swire
Belgian King, British str., 1,438, Weiss, Oct. 20.
Butterfield & Swire
Changsha, British str., 1,463, Moore, Oct. 22.
Butterfield & Swire
Canton, British str., 2,164, Lockstone, Oct. 28.
P. & O. S. N. Co.
Chingtu, British str., 2,360, Williams, Oct. 17.
Butterfield & Swire
Duke of Portland, British str., 2,461, Long, Oct. 21.
Jardine, Matheson & Co.
Dunblane, Italian str., 721, Trapani, Oct. 20.
Order.
Fausang, British str., 1,410, Mitchell, Oct. 25.
Jardine, Matheson & Co.
Haitchong, British str., 1,267, Hall, Oct. 27.
Douglas Lapraik & Co.
Hailong, British str., 783, Bathurst, Oct. 28.
Douglas Lapraik & Co.
Hellas, Norwegian str., 832, Eitrem, Oct. 18.
East Asiatic Trading Co.
Holhaug, French str., 509, Morlees, Oct. 24.
Order.
A. R. Marty
Holstein, German str., 985, Inland, Oct. 22.
Jensen & Co.
Hongkong, French str., 862, Pannier, Oct. 28.
A. B. Marty
Idomenos, British str., 4,298, Riley, Oct. 28.
Butterfield & Swire
Jacob Diederichsen, Ger. str., 623, Riecke, Oct. 28.
Jensen & Co.
Kyoto Maru, Jap. str., 1,666, Sakurai, Oct. 28.
B. M. Kaisha
Loonsang, British str., 1,080, Weigall, Oct. 27.
Jardine, Matheson & Co.
Monmouthshire, Brit. str., 1,871, Kennedy, Oct. 16.
Doddwell & Co., Limited
Nagadan, Russian steamer, 166, Rowsell, Oct. 20.
Siemssen & Co.
Nippon Maru, Jap. str., 6,060, Allen, Oct. 21.
Toyo Kisen Kaisha
Nudde, British str., 1,144, Willers, Oct. 27.
Jardine, Matheson & Co.
Phre C. C. Kiao, British str., 1,012, McLellan, Oct. 20.
Butterfield & Swire
Progress, German str., 687, Brandt, Oct. 27.
Siemssen & Co.
Shantung, German str., 1,007, Rebbelmann, Oct. 23.
Sander, Wieler & Co.
Shantung, British str., 1,835, Quail, Oct. 23.
Butterfield & Swire
Taishun, Amr. str., 1,213, Pattison, Oct. 29.
A. R. Marty
Taiwan Maru, Jap. str., 1,482, Yoshihara, Oct. 4.
Nippon Yusen Kaisha
Tartar, British steamer, 2,768, Bowler, Oct. 28.
C. P. R. Co.
Triton, German str., 1,033, Schlaikier, Oct. 26.
Siemssen & Co.
Volute, British steamer, 2,568, Carter, Oct. 29.
Arnhold, Kurborg & Co.
Wongkol, German str., 1,515, Pigot, Oct. 26.
Butterfield & Swire

SAILING VESSELS.
Benjamin Sowell, American ship, 1,345, Sowell, Sept. 23, Order.
Bittner, British sch., 390, Askin, Aug. 28.
Siemssen & Co.
Dundas, British ship, 1,998, Hemming, Oct. 14.
Standard Oil Co.
Hamburg, British ship, 1,649, Caldwell, Aug. 30.
Standard Oil Co.
Mary L. Cushing, Amr. ship, 1,575, Pendleton, Oct. 7, Standard Oil Co.
President, British bark, 750, Munro, Aug. 24.
Siemssen & Co.
Puckard, American bark, 2,000, Allen, Oct. 6.
Order.
Queen Margaret, British bark, 1,999, Logie, Oct. 2, Standard Oil Co.
Sierra Cordora, British ship, 1,335, Fraser, Oct. 4, Order.
Stanfield, British bark, 562, Wilson, June 22, Order.
State of Maine, Amr. ship, 1,446, Colcord, Oct. 5, Standard Oil Co.

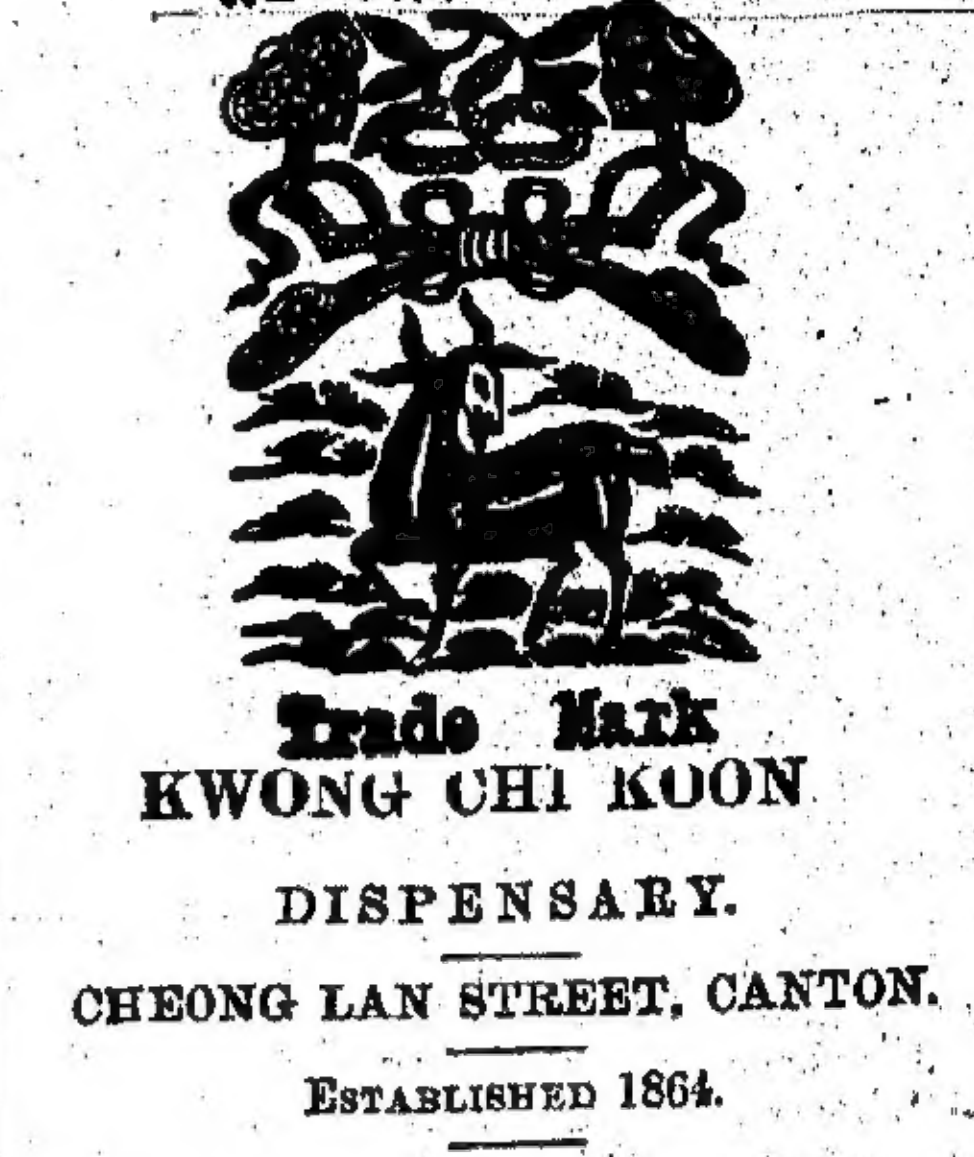
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HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.
SUBSCRIPTIONS—
EXCHANGE LINES,
\$80 Per Annum.
PRIVATE LINES,
\$100 Per Annum.
NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
In the ding—
BATTERIES,
CHEMICALS,
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LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS
ERECTED AND KEPT IN ORDER.
Estimates given for all kinds of Electrical work.
Trained Mechanicians sent to Out-Ports to fit up Installations if required.
For full particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Note Address:—13, PRATA CENTRAL.
Hongkong, 18th January, 1898. [2559]

BUSINESS NOTICES.

房藥館芝廣
KWONG CHI KOON DISPENSARY.
街欄樂城省東廣
CHEONG LAN STREET, CANTON.
子甲次歲年參司司精大
創開年四拾陸百捌千壹英大
ESTABLISHED 1864.
記為祥吉意知



油意如 "UNRIVAILED U I YAU" or "AS YOU WISH OIL." Prices at \$1.00 per bottle. 0.50 per bottle. 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN, or "Falling and Bruising Medical Powder," Price at 50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder.

散及油滋製油藥好選揀

KWONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U. Yam, Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main off-chance. He has many testimonials from the efficiency of his medicines, from officials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulae of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredients. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder, composed of Musk, Barons, Camphor, Rhubarb, two kinds of gum, with resin, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use.

The medicine is to be chiefly used as a stimulant, as is put up in small metal bottles by which it can be injected into the muscles.

The small amount of oxide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR, Canton.

Directions are given according to the Chinese method of using the medicines.

The nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

DIRECTIONS.
For external use rub the oil on the temples, forehead, back of the neck, on the chest and back, on the abdomen, or wherever the pain or soreness is seated. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, cramps, local swelling and inflammation, influenza, diarrhoea, toothache, pains in the head and cramps after childbirth, prickly heat, boils, and mosquito bites.

Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the receipts for each.

His "U I YAU" "As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopoeia, together with pinguin (a costly kind of camphor) bishop's wort, orris root, with two or three other less known articles, which enter into the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merit and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) Doctor J. G. KERR, Canton, China.

Any order please apply to—
Messrs. DARTLY & Co.,
No. 18, Queen's Road Central, Hongkong.

Who are appointed Sole Agents for the sale of our Goods.
KWONG CHI KOON
Hongkong, 5th May, 1900. [1372]

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